



# **REGIONAL TRANSIT AUTHORITY OF SOUTHEAST MICHIGAN**

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A Progress Report to the Michigan State Senate  
Transportation Committee

*March 26, 2015*

**Michael G. Ford, RTA CEO**

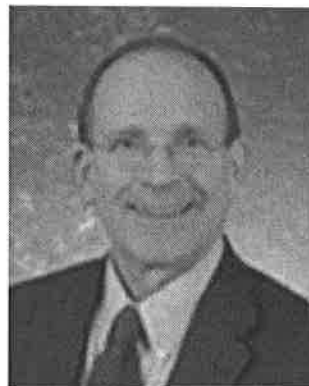
# RTA Board of Directors



**Alma Wheeler  
Smith**  
*Washtenaw  
County*



**Liz Gerber**  
*Washtenaw  
County*



**Paul Hillegonds**  
*Chair*



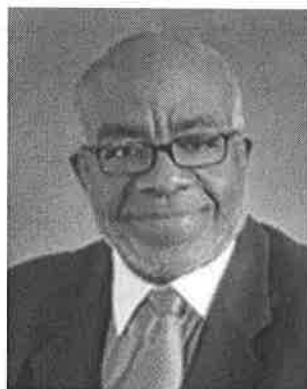
**Chuck Moss**  
*Oakland County*



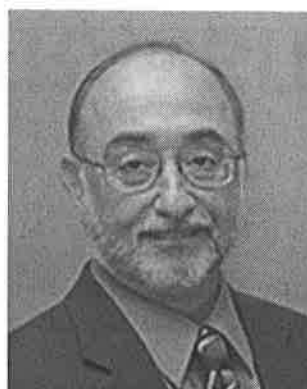
**Tim Soave**  
*Oakland County*



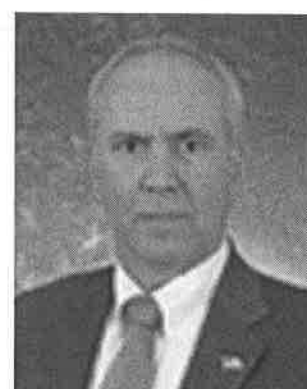
**Mark Gaffney**  
*Wayne County*



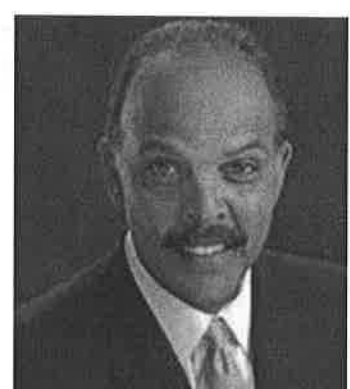
**Dr. Curtis Ivery**  
*Wayne County*



**Don Morandini**  
*Macomb  
County*



**Roy Rose**  
*Macomb County*



**Freeman Hendrix**  
*City of Detroit*

# Regional Transit Authority

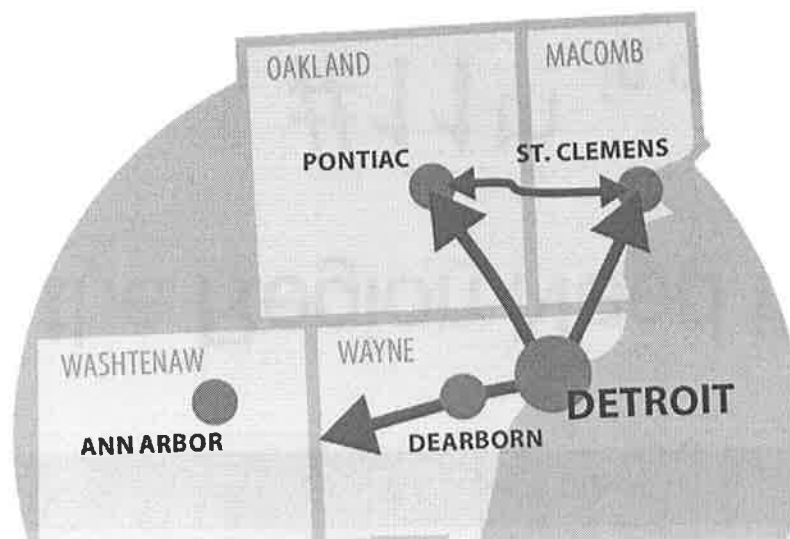
• PA 387 of 2012, December 19, 2012

## RTA Region

Wayne  
Oakland  
Macomb  
Washtenaw  
City of Detroit

## Transit Agencies

AAATA (*TheRide*)  
DDOT  
DTC (People Mover)  
SMART



# Why Does the Region Need the RTA?

We rank **#11<sup>th</sup>** in density

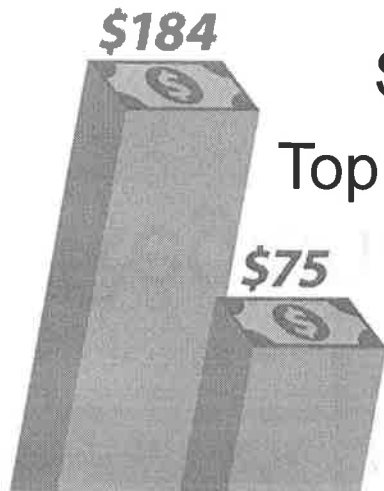
62% of Detroiters work outside of the city

72% of Detroit workers don't live in the city

## Average Transit Spending

SE Michigan spends = **\$75** per capita

Top 25 metropolitan areas = **\$184** per capita



# RTA Mission and Responsibility

*The mission of the RTA is to manage and secure transportation resources that significantly enhance mobility options, to improve quality of life for the residents and to increase economic viability for the region.*

## **Responsibility**

- Planning
- Funding Coordination
- Service Coordination
  - New Services

# RTA Taking Action

- **Planning**

- Existing Plans Adopted
- Updated Plans Under Development
  - Regional Master Transit Plan
  - Woodward, Gratiot and Michigan Avenue Corridor Plans

- **Funding Coordination**

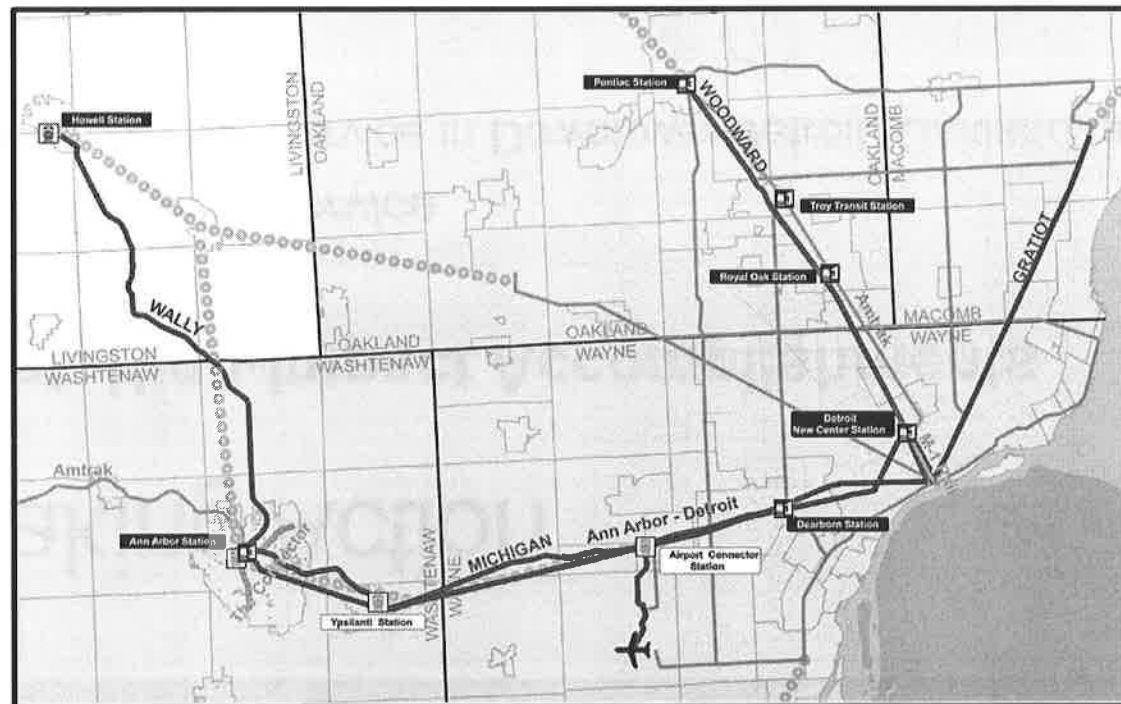
- Master Agreement with Transit Providers will be updated in September 2015

- **Service Coordination**

- CEOs meetings
- PAC
- CAC

# RTA Taking Action

- **Transit Action Plan**
  - Planning Studies
    - Regional Master Transit Plan
    - Woodward, Gratiot, Michigan, and M-59



# RTA Taking Action

- **Low-Cost, High-Impact Accomplishments**
  - *Expanded Airport Service*
    - Replicate AirRide service in Downtown Detroit, Oakland, and Macomb counties
  - *Consolidated Fare Card System*
    - Unified fare card under the RTA would create a seamless end-user experience
    - Technology is in place, startup capital is needed



# RTA Revenue Generation

- **Sources of revenue available for Transit Service include, but are not limited to all of the following:**
  - Fees, fares, rents etc for use of public transportation system.
  - Federal, state, or local government grants, loans, appropriations, payments, or contributions.
  - Proceeds from the sale, exchange, mortgage, lease, or other disposition of property acquired by the Authority.
  - Grants, loans, appropriations, payments, proceeds for repayment of loans made by the Authority, or contributions from public or private sources.
  - An assessment within the public transit region as approved by the board and majority of electors in the region.
  - Collection of a motor vehicle registration tax dedicated to the purpose of public transportation, as authorized by the Michigan Vehicle code upon approval of electors in the region.

# Transit Agency Performance Metrics

Performance Metric Definitions	
Ridership	All unlinked Fixed Route/Fixed Guideway passenger trips
On-Time Performance	Percent of arrivals within 5 minutes of published schedule time.
Pull Out	Having an operator and available that departs the garage at scheduled pull out time.
Reportable Accidents per 100,000 miles	An event that fits one of the following criteria; a fatality, an injury that requires immediate attention, estimated property damage > \$25,000 or an evacuation for life safety reasons
Passenger Fares & Other Revenue/Operating Costs	Revenue from farebox, prepaid fares/pass sales, third- party subsidies, Bus advertising compared to Operating costs
Baseline	This baseline data represents performance in the 2013 respective fiscal years of the four agencies. The fiscal year of DDOT, DTC and SMART are July – June and the fiscal year of AAATA is October-September.

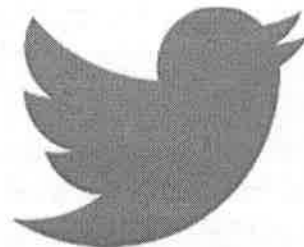
## PERFORMANCE METRIC SUMMARY - Fixed Route & Fixed Guide Way

Ridership	Standard	Baseline (FY 2013)	Jan-Mar 2014	Apr-Jun 2014	Jul-Sep 2014	Oct-Dec 2014	CY-2014
AAATA	Maintain/ Grow	6.5	1,631,593	1,505,237	1,646,991	1,708,796	6,492,617
DDOT		32.8	5,205,386	6,475,851	6,352,837	6,379,683	24,413,757
DTC		2.3	665,000	524,828	550,242	617,539	2,357,609
SMART		9.2	1,993,796	2,313,530	2,391,269	2,333,530	9,032,125
On-Time Performance	Standard	Baseline (FY 2013)	Jan-Mar 2014	Apr-Jun 2014	Jul-Sep 2014	Oct-Dec 2014	CY-2014
AAATA	90%	89%	88.4%	90.5%	83.7%	88.8%	87.8%
DDOT		72%	65.0%	67.0%	64.0%	67.0%	65.8%
DTC		99%	99.0%	99.0%	99.0%	99.0%	99.0%
SMART		87%	81.5%	81.4%	83.0%	81.3%	81.8%
Pull Out	Standard	Baseline (FY 2013)	Jan-Mar 2014	Apr-Jun 2014	Jul-Sep 2014	Oct-Dec 2014	CY-2014
AAATA	100%	100%	99.0%	100.0%	100.0%	100.0%	99.8%
DDOT		74.2%	70.9%	74.4%	85.9%	91.3%	80.6%
DTC		100%	92.3%	88.0%	87.0%	93.0%	90.1%
SMART		95.6%	99.7%	99.9%	99.9%	100.0%	99.9%
Reportable Accidents per 100,000 Miles	Standard	Baseline (FY 2013)	Jan-Mar 2014	Apr-Jun 2014	Jul-Sep 2014	Oct-Dec 2014	CY-2014
AAATA	TBD	0.21	0.25	0.00	0.00	0.00	0.06
DDOT		1.26	1.27	0.28	1.02	0.18	0.69
DTC		0.00	0.00	0.00	0.00	0.00	0.00
SMART		0.22	0.19	0.36	0.36	0.44	0.34
Passenger Fares & Other Revenue/Operating	Standard	Baseline (FY 2013)	Jan-Mar 2014	Apr-Jun 2014	Jul-Sep 2014	Oct-Dec 2014	CY-2014
AAATA	TBD	20.0%	19.8%	18.8%	14.8%	17.5%	17.7%
DDOT		16.2%	14.0%	10.0%	30.0%	U/A	13.5%
DTC		15.8%	18.4%	12.0%	12.4%	18.1%	15.5%
SMART		14.9%	20.0%	21.1%	26.6%	23.7%	22.9%

# RTA Status as of March, 2015

- The RTA is becoming substantively functional
- Permanent staff has been hired and is working diligently to meet the requirements of PA387
- Robust public engagement on Master Plan and Transit Action Plans begins in the next couple months

**Information is available at [www.RTAMichigan.org](http://www.RTAMichigan.org) and through social media**





Transit Reimagined

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